Memorandum

MIAMI-DADE COUNTY

Date: September 20, 2013

To: Honorable Chairwoman Rebeca Sosa and Members
Board of County Commissioners

From: Carlos A. Gimenez
Mayor

Subject: Report: Metrorail Vehicle Sloped Front End Feasibility Study

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The Board of County Commissioners (Board) approved award of the new Metrorail vehicle contract to AnsaldoBreda, USA Inc. (AnsaldoBreda) on November 8, 2012 (R-924-12) for 136 new Metrorail vehicles. At the same meeting, by a separate motion, the Board directed the Mayor to determine the feasibility of revising the design of the Metrorail vehicles, so as to provide a sloped front end. MDT issued Notice-to-Proceed (NTP) to AnsaldoBreda on December 13, 2012 to provide a new fleet of vehicles to serve both the Green and Orange Lines.

Background

A rendering of the proposed new vehicle is provided in figure 1 (below). The basis for the successful AnsaldoBreda bid was a fleet of 68 married pairs (A cars and B cars as defined in the Contract No. 654 Documents), with the overall physical structure and cab controls of A and B cars being identical. Married pairs are coupled together to provide 4 and 6 car train sets for revenue service operations.

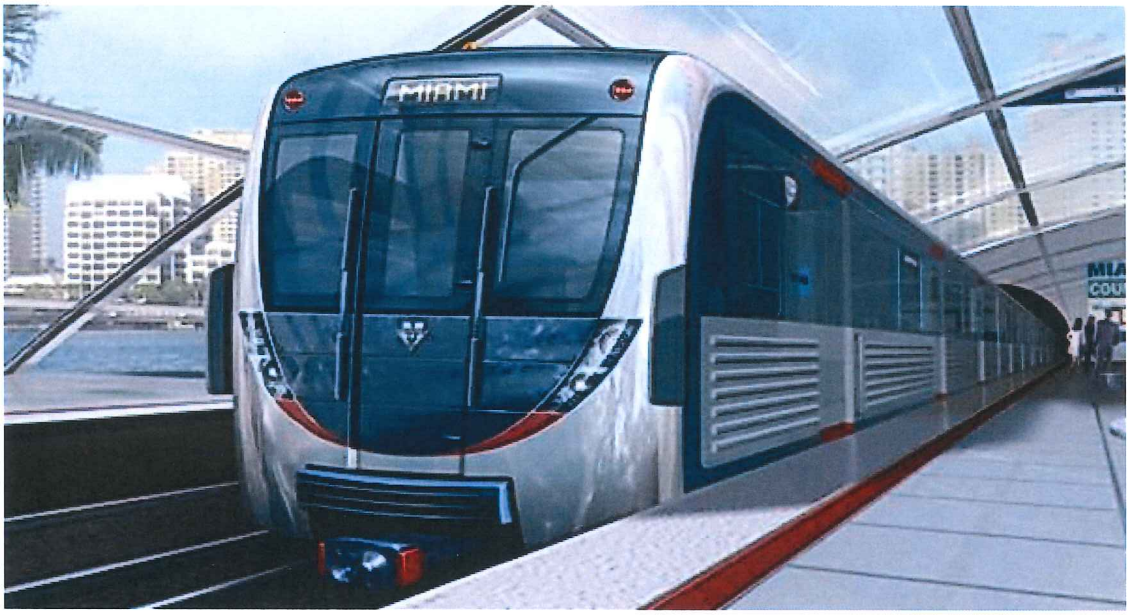

Figure 1 – Ansaldobreda proposed rendering of the new metrorail vehicle

Since the issuance of NTP and consistent with the Board's directive, an evaluation from a cost, engineering and legal perspective was conducted to determine the feasibility of the proposed front end change and the impact to the contract. Therefore, MDT contacted the Federal Transit Administration (FTA) and requested an official determination of whether or not the re-design would represent a change outside the scope of the bid documents and original contract and constitute an impermissible cardinal change which would invalidate the federal process.

In addition, as part of the evaluation, Ansaldobreda was asked to provide suggestions towards the degree of slope to the vehicle front end. AnsaldoBreda provided MDT with an initial study and after review, presented 3 different options of frontal appearance.

FTA Cardinal Change Determination

On September 11, 2013, MDT received official notification from the FTA Regional Administrator indicating that a sloped front end re-design of the vehicles would represent a cardinal change to the contract scope with AnsaldoBreda for the 136 new Metrorail vehicles (see attached correspondence) and would not be allowed under a federal process.

Conclusion

Given this determination, MDT will not be pursuing a change to the contract. If you have any further questions, please contact MDT Director Ysela Llort at 786-469-5406 or me directly at 305-375-1880.

Attachment

c: Alina T. Hudak, Deputy Mayor
Bruce Libhaber, Assistant County Attorney
Ysela Llort, Director, Miami-Dade Transit
Lester Sola, Director, Internal Services Department
Rick Carter, Program Manager, URS

(MDT)

Subject: FW: MDT Metrorail Vehicles Procurement Proposed Sloped Nose Design Change

-----Original Message-----
From: Jennifer.Boyer@dot.gov [mailto:Jennifer.Boyer@dot.gov]
Sent: Wednesday, September 11, 2013 2:58 PM
To: Llort, Ysela (MDT)
Subject: RE: MDT Metrorail Vehicles Procurement Proposed Sloped Nose Design Change

Welcome!

-----Original Message-----
From: Llort, Ysela (MDT) [mailto:yllort@miamidade.gov]
Sent: Wednesday, September 11, 2013 2:53 PM
To: Boyer, Jennifer (FTA)
Subject: Re: MDT Metrorail Vehicles Procurement Proposed Sloped Nose Design Change

Jennifer thank you for this clarification.

Sent from my iPhone

On Sep 11, 2013, at 10:52 AM, "Jennifer.Boyer@dot.gov" <Jennifer.Boyer@dot.gov> wrote:

>
> Dear Ysela,
>
> The Federal Transit Administration (FTA) received your request for a FTA determination on whether a design change to a sloped nose on the Miami Dade Transit (MDT) procurement of Metrorail vehicles would be considered a cardinal change. Based on the documents and information provided by MDT, the FTA has determined the proposed design change would be a cardinal change.
> Changing the current front end design to a sloped front end would involve extensive structural changes. To maintain the overall vehicle length, the new design would involve moving back the corner posts, shifting the operator cab and the first doorway and other significant changes to the structure.
>
> Please let me know if you have any further questions on this matter.
>
> Regards,
> Yvette Taylor